

**PVTA
Pioneer
Valley
Transit
Authority**

**Administrative Headquarters
Old North Main St. Firehouse
2808 Main Street
Springfield, MA 01107
(413) 732-6248**

**MINUTES OF PVTA'S
ROUTE COMMITTEE MEETING
July 18, 2017**

1. CALL TO ORDER

The Route Committee meeting of the Pioneer Valley Transit Authority was held on Tuesday, July 18, 2017 at 2:00 P.M. at the Pioneer Valley Transit Authority Administration Office located at 2808 Main Street in Springfield, MA.

PRESENT:

Members: Brian O'Leary, Belchertown; Paul Burns Johnson, Palmer; Nancy Talbot, Ware; Peter Miller, Westfield; Jim Czach, West Springfield; Patrick Burke, Rider Representative;

PVTA: Sandra Sheehan, Brandy Pelletier, Josh Rickman

NOT PRESENT:

J.M. Sorrell, Williamsburg;

A quorum being present, Chairman of the Route Committee, Brian O'Leary called the meeting to order at 2:00 P.M.

Five members of the public spoke and stated their opposition to eliminating and reducing PVTA service.

2. APPROVAL OF MINUTES

Chairman O'Leary asked for a motion from the Route Committee to approve the meeting minutes of June 28, 2017.

Motion: Moved and seconded (Talbot/Burns Johnson) to approve the meeting minutes of June 28, 2017.

Chairman O'Leary asked if there was any discussion, hearing none, asked for all those in favor to say aye.

Motion passed by a unanimous vote.

3. FINALIZE FIXED ROUTE SERVICE CHANGES

Josh Rickman, Manager of Planning & Operations, reported on the proposed service changes and stated the following:

PVTA's approved budget anticipated the Regional Transit Authorities (RTA) receiving \$82M in State Contract Assistance (SCA). PVTA would receive \$23.5M of the \$82M. On July 7th the Conference Committee approved SCA for the RTAs at \$80,400,000. On July 17th the Governor vetoed that budget and set SCA at \$80,000,000. PVTA anticipates receiving \$22,980,428.00 of SCA according to the Governors budget.

This new funding level means PVTA's adjusted deficit went from \$1.2M to \$1.675M. The proposed service changes PVTA went to public hearings on has a total value of \$1.5M. The expectation was that not all of the \$1.5M was needed to balance the budget and public comment would direct the service changes.

An option PVTA could pursue to balance the budget would be eliminating the contribution to the insurance reserve this fiscal year. This would save an additional \$250,000.00. Another option PVTA is looking to pursue is to use PVTA's restricted reserve funds, which requires approval by the state.

Deficit if Service Changes are approved individually

Total Deficit	\$1,789,592.00
CMAQ Grant	\$400,000.00
Deficit After CMAQ	\$1,389,592.00
Stand Alone Service Changes	\$728,100.00
Deficit After Service Changes	\$661,492.00

Deficit if Service Changes are approved as a group

Total Deficit	\$1,789,592.00
CMAQ Grant	\$400,000.00
Deficit After CMAQ	\$1,389,592.00
Stand Alone Service Changes	\$858,287.00
Deficit After Service Changes	\$531,305.00

Greater efficiencies and savings can be achieved when service changes are combined into a group and are mostly the result of labor cost savings. These efficiencies are attained through driver's job being aligned with other routes which maximizes shift hours of the drivers.

Mr. Rickman presented the proposed service changes approved for public hearings, the proposed service changes based on public comments, all proposed service changes and savings if approved individually, and all proposed service changes and savings if approved as a group.

PVTA received public comments through a total of 22 public hearing sessions as well as through emails, voicemails, and letters. All Transcriptions and comments were provided to the Advisory Board on July 12, 2017.

PVTA's operations team (PVTA staff, PVPC staff, and operators) recommendation is to approve the service changes as modified based off public comment. Furthermore, the operations team encourages the committee to approve the changes as a group. Approving them separately will increase the cost by an additional \$130,000.

Route	Proposed Service Change (Based on Public Comments)
--------------	---

M40	Replace M40 weekday service with 8 one-way express trips on the B43 (4 in morning peak to UMass Amherst; 4 in afternoon peak to Smith College).
M40*	Eliminate Saturday service
P20E	Eliminate route
P20E*	Retain Saturday Service
P21E	Funded for 1 year via CMAQ Grant
P21E	Funded for 1 year via CMAQ Grant
39	Retain Route and current service levels
39*	Retain Route and current service levels
46	Retain 4 trips per weekday (2 in morning peak; 2 in afternoon peak).
G5	Retain 4 trips per weekday (2 in morning peak; 2 in afternoon peak).
X98	Retain 3 trips per weekday to Survival Center during food distribution hours; modify R44 to serve Jackson and Barrett Streets
Tiger Trolley	Eliminate route
R14E	Eliminate route and revise Route R14 to serve Heritage Nursing Home and Agawam Industrial Park
R27	Add 3 former R27 trips to the B17 schedule to provide the same number of trips per day to Wilbraham.
B23	Eliminate Saturday service
R29	Retain 2 trips per day (1 in early morning; 1 in late afternoon).
B48	Reduce Saturday frequency from 30 to 60 min
B4	Retain first 3 weekday morning trips as inbound only service; retain first 3 Saturday morning trips as inbound only; retain last 2 Sunday evening trips as outbound only.
X90	Eliminate first 2 early morning trips;
X90	Eliminate Sunday service north of Memorial Dr
34 CS	Retain Route and current service levels
35 CS	Retain Route and current service levels

A complete copy of "PVTA FY18 Service Changes" presentation has been filed with the minutes of this meeting.

Chairman Brian O'Leary asked if the Route Committee had any questions.

Paul Burns-Johnson stated that coming into this he was looking at more significant changes. PVTA has looked into the impact on the riders and taken that into consideration. PVTA demonstrated a lot of work incorporating the comments and coming up with this new list of service changes. We do have the responsibility to balance the cost with the service provided and I recommend approving the changes as presented as a group.

Chairman O'Leary stated the work PVTA has done to incorporate public comments is impressive. PVTA went out to the public, listened, and put in a great effort to make accommodations and seek alternative options.

Peter Miller asked how the insurance reserves will work.

Sandra Sheehan, PVTA Administrator, stated that the changes presented do not amount to the deficit. We are looking at not funding the insurance reserves for one year and requesting approval from the State to use PVTA's restricted reserve account for extraordinary expense for fiscal year 2018 expenses.

Patrick Burke, Rider Representative, stated that PVRTA has done an excellent job with taking the public comments into consideration but my role as the rider representative; I need to speak as forcefully for the riders as possible. I'm not convinced that we have to make these cuts.

Jim Czach stated PVRTA has done a fantastic job addressing these changes in a short amount of time and taking the comments into consideration.

Ms. Sheehan stated staff worked hard and tried to come up with innovative ideas and affect the least amount of riders as possible.

Paul Burns-Johnson stated he thinks the best option is to recommend approving the service changes presented based off the public comment as a group.

Brian O'Leary asked the committee if there was any further discussion on the service changes. Hearing none, Chairman O'Leary asked for a motion from the committee to recommend to the Full Board approving the service changes as presented as a group.

MOTION: Moved and seconded (Burns Johnson/Talbot) to recommend to the Advisory Board approving service changes as presented as a group.

Chairman O'Leary asked if there was any discussion.

Neil Abraham (public) asked if he may address the committee. At the timeframe presented, does the B43 have the capacity to take on those riders from the M40.

Josh Rickman stated that we have looked at ridership with tripper service and will monitor overloads.

Chairman O'Leary asked if there was any further discussion from the Route Committee. Hearing none, asked for all those in favor to say aye.

5 members voted in Favor (O'Leary, Burns-Johnson, Talbot, Czach, Miller).
1 member voted Not in Favor (Burke)

Motion passed by a 5 to 1 vote.

4. OTHER BUSINESS

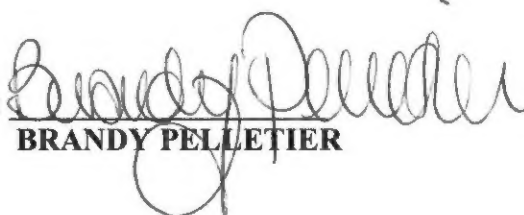
Chairman O'Leary reported that there is no other business to discuss.

5. ADJOURNMENT

The meeting of the Route Committee adjourned (Miller/Burns Johnson) at 3:24 P.M.

A TRUE RECORD

ATTEST:


BRANDY PELLETIER

Documents filed with Route Committee meeting packet:

- June 28, 2017 Route Committee Minutes
- PVRTA FY18 Service Changes presentation

MINUTES APPROVED ON: 12/13/17

